



Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, California 94585

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PAC

Members:

Benicia
Dixon
Fairfield
Rio Vista
Solano County
Suisun City
Vacaville
Vallejo

PEDESTRIAN ADVISORY COMMITTEE
Thursday, February 16, 2006, 6:00 p.m.
STA Conference Room
One Harbor Center, Suite 130
Suisun, CA 94585

<u>ITEM</u>	<u>COMMITTEE/ STAFF PERSON</u>
I. CALL TO ORDER- SELF INTRODUCTIONS AND OPPORTUNITY FOR PUBLIC COMMENT (6:00-6:05 p.m.)	Eva Laevastu
II. APPROVAL OF OCTOBER 12, 2005 PEDESTRIAN ADVISORY COMMITTEE MEETING MINUTES (6:05-6:10 p.m.)-Pg 1	Sam Shelton
III. INFORMATION ITEMS	
A. STIA Traffic Relief and Safety Plan (6:05-6:30 p.m.)- pg 5	Janet Adams
B. Solano Bicycle Pedestrian Program and Alternative Modes Strategy Update (6:30-6:45 p.m.)- pg 15	Robert Guerrero
C. Safe Routes to Schools Program (6:45-6:55 p.m.)- pg 18	Jennifer Tongson
D. Pedestrian Advisory Committee Priority Pedestrian Projects (6:55-7:10 p.m.)- pg 21	Robert Guerrero
E. Bay Area Ridge Trail Letter (7:10-7:20 p.m.)- pg 23	Eva Leavastu
F. Membership (7:20-7:25 p.m.)- pg 27	Eva Leavastu
IV. ACTION ITEMS	
A. 2006 Pedestrian Advisory Committee Vice/ Chair Person (7:25-7:30 p.m.)- Pg 29 <i>Recommendation: Appoint a PAC Chairperson and Vice-Chairperson for 2006</i>	Eva Leavastu
V. ADJOURNMENT (7:30 p.m.)	



PEDESTRIAN ADVISORY COMMITTEE
Minutes of the meeting
October 20, 2005

I. CALL TO ORDER/SELF INTRODUCTIONS AND OPPORTUNITY FOR PUBLIC COMMENT

The regular meeting of the Pedestrian Advisory Committee was called to order at approximately 6:00 p.m. in the Solano Transportation Authority's Conference Room.

Present:

PAC Members Present:

Eva Laevastu, Chair
Michael Segala
Lynne Williams
Pat Moran
Larry Mork
J.B. Davis
Mary Woo

Tri City & Co. Co-op Planning Group
Suisun City PAC member
Vallejo PAC member
Fairfield PAC member
Rio Vista PAC member
Benicia PAC Member
Vacaville PAC Member

Members not present:

Kathy Blume
Allan Deal

Bay Area Ridge Trail PAC member
PAC Member at Large

Others Present:

Paul Wiese
Nick Lazano
Ed Huestis
Frank Morris
Robert Guerrero
Sam Shelton

Solano County Resource Management
City of Suisun City Public Works
City of Vacaville Public Works
Solano Land Trust
STA
STA

Mike Segala made a suggestion for future PAC meetings that the PAC Agenda be an item for approval before the approval of the PAC meeting minutes. Mr. Segala also asked that Action Item C. be the first Action Item discussed due to his early departure plans. Eva Laevastu stated that "it shall be so."

II. APPROVAL OF JULY 21, 2005 PAC MEETING MINUTES

On a motion by Mike Segala, and a second from Mary Woo, the PAC approved the July 21, 2005 PAC meeting minutes.

III. ACTION ITEMS

C. **Public Health PAC Member (This item was advanced for discussion prior to other agenda items)**

Robert Guerrero discussed the concept of including a Health Professional as a member of the PAC. Mike Segala asked if this new member would be a voting member. Mary Woo has questions about the size of the committee and current vacancies. Mr. Guerrero replied that the composition of the PAC is up to the STA Board to decide. Mr. Guerrero also stated that the PAC has the option to recommend that the new member simply be advisory and not have a vote. Mr. Segala noted that the total seats on the PAC would be 16 with the addition of the Public Health PAC member. Mr. Segala recommended that the new Health Advisor replace the Bay Trail position. Larry Mork agreed with Mr. Segala's concerns of too many seats on the committee and agreed that the Public Health PAC member be only an advisory member without a vote. J.B. Davis agreed with Mr. Segala and Mr. Mork that there were too many members.

Robert Guerrero informed the PAC that the original PAC membership was based on the first Pedestrian Plan's emphasis of a Regional Trails Network. Mr. Guerrero stated that Eva Laevastu represents the Tri-City County Planning Group and Frank Morris will become the Solano Land Trust representative on the PAC. Pat Moran stated that a public health PAC member would provide valuable insight to the PAC.

Mike Segala suggested that the PAC needs to represent the county as a whole and that this should be discussed in February 2006. Lynn Williams was convinced of the need for better health through walking and questioned the need for a public health PAC member. Eva Laevastu asked that a potential public health PAC member give a presentation to the PAC about how they could contribute. Ms. Laevastu informed the PAC that CalPED has public health members on their committee.

J.B. Davis suggested that vacant memberships be eliminated. Mike Segala made a motion that presentations be given to the PAC to justify the vacant positions and that the PAC reassess the membership of the PAC and make a recommendation to the STA Board to reorganize the membership to better reflect the current goals of the Solano Countywide Pedestrian Plan. J.B. Davis seconded Mr. Segala's motion with the amendment that vacant slots might be merged together and not deleted. Pat Moran suggested that the many possible members of the PAC would diversify the committee and better represent pedestrians countywide.

The PAC passed Mr. Segala's motion with J.B. Davis' amendment. Eva Laevastu asked that STA Staff send out invitations for vacant membership input.

A. **Solano County Bicycle Pedestrian Program (SBPP) Guidelines and Criteria**

Robert Guerrero gave an overview of the new Solano County Bicycle Pedestrian Program guidelines and criteria and recommended that the PAC recommend their adoption to the STA Board. Mr. Guerrero informed the PAC that the BAC has already made a recommendation to the STA Board to adopt these guidelines. Mr.

Guerrero explained that the BAC changed the STA Staff recommendation to accommodate Solano County's concerns. Lynn Williams asked why the funding between bicycle projects and pedestrian projects were split by 2/3 bicycle and 1/3 pedestrian. Mr. Guerrero explained that the action taken by the STA Board was based on the ratio of funding costs found in the Solano Countywide Bicycle and Pedestrian Plans. Eva Laevastu stated that this program makes the BAC and PAC funding recommendations less reactive and more strategic. Paul Wiese raised concerns about the unincorporated part of Solano County's ability to compete for SBP Program funds despite the BAC's concessions.

Mary Woo asked if Longer Term criteria should be higher scoring. Lynn Williams and J.B. Davis both stated that longer term planning criteria should not outweigh the importance of the first three criteria of Gap Closures, Access, and Safety.

On a motion by Pat Moran, and a second from Mary Woo, the PAC unanimously adopted the staff recommendation.

B. Pedestrian Advisory Committee Vice-Chair person

Lynn Williams made a motion to postpone the vote for a Vice Chair until the February 2006 PAC meeting. J.B. seconded Ms. William's motion. The PAC passed Ms. William's motion to postpone the Vice Chair PAC vote until February 2006.

IV. INFORMATION ITEMS

A. PAC Handbook

Robert Guerrero presented each PAC member with a binder of useful documents to aid the PAC in their decisions. Mr. Guerrero informed the BAC that these documents contain the STA Board's adopted vision for pedestrian projects in Solano County. Eva Laevastu was concerned that the current Solano Countywide Pedestrian Plan's priority projects reflect local agency public works' priorities and may not reflect the priorities of the PAC. Mr. Guerrero reminded the PAC that they make funding recommendations for two sources of funds through the new SBP Program while the Solano Countywide Pedestrian Plan considers all sources of funds.

Frank Morris asked the PAC if they knew how pedestrian facilities were being made in other communities, such as Europe. Mr. Morris then asked if the PAC considered pedestrian paths, such as the Class I multiuse path along Green Valley Road. J.B. Davis stated that the Green Valley Road Multiuse path is a good facility for families and kids to travel on; however, this particular Class I path creates conflicts between bicycle commuters and other travelers.

Eva Laevastu asked that the PAC consider the priority projects in the Pedestrian Plan for the February 2006 PAC meeting.

B. Pedestrian Tour Discussion

Sam Shelton reviewed photos of a recent PAC Tour of project sponsor priority

projects. The PAC agreed that the tour was very beneficial and will prove useful while discussing funding recommendations for pedestrian projects.

C. California Pedestrian Advisory Committee (CalPED)

Eva Laevastu described the CalPED committee to the PAC as a broad committee composed of State, Federal, MTC, and non-profit group members. The committee set a goal to increase pedestrian and bicycle usage. They also wanted to address the deficiencies in the recording of accident data in SWITRS forms regarding pedestrian incidents.

D. Pedestrian Safety Update

Eva Laevastu raised concerns that the safety information contained in the Pedestrian Plan may no longer be accurate. Ms. Laevastu asked that the figures on page 35 be updated with better statistics. Robert Guerrero asked that this item be deferred to the next meeting.

V. ADJOURNMENT

Eva Laevastu asked if the members of the PAC were familiar with the Brown Act's requirements or Robert's Rules of Conduct. Robert Guerrero responded that he would email these information to any members who wanted to review these materials.

The next meeting of the STA PAC is scheduled for Thursday, February 16, 2006 at 6:00 p.m.



DATE: February 6, 2006
TO: Solano Pedestrian Advisory Committee
FROM: Daryl Halls, Executive Director
RE: STIA Traffic Relief and Safety Plan

Background:

On December 14, 2005, the STIA Board unanimously approved the initiation of the County Transportation Expenditure Plan in preparation for placement of a local sales tax measure for transportation on the ballot for the June 2006.

In accordance with STIA Board direction, staff scheduled four additional community meetings. This was in follow up to the seven community input meetings, one in each city, that were held in June and July of 2005. In addition, two more meetings of the STIA's Citizen's Advisory Committee (CAC) comprised of representatives from 62 interest and community groups were held. As Chair of the Pedestrian Advisory Committee (PAC), Eva Leavastu is a member of the CAC with Pat Moran as an alternate in the event Ms. Leavastu can not attend. J.B. Davis (Benicia, PAC member), as Chair of the Solano Bicycle Advisory Committee is also a participant and at a recent CAC meeting, he indicated his interest of making sure that projects comply with Caltrans Deputy Directive 64 (DD-64) which states:

"The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products..."

Discussion:

Projects that require Caltrans oversight are already subject to DD-64, which includes a number of projects that the STA works with Caltrans to implement, usually adjacent to or crossing the state highway and interstate highway network. However, DD-64 asks that Caltrans consider the needs of other non-motorized travel. Doug Johnson with the Metropolitan Transportation Commission has been working with Caltrans BAC and the Regional Bicycle and Pedestrian Committees on a recommendation to add language to the MTC planning process to "routinely accommodate" non-motorized travel. This recommendation has not yet been finalized.

The proposed 2006 Countywide Transportation Expenditure Plan has six broad categories:

- Highway Corridor Projects (40%)
- Local Streets and Roads (10%)
- Senior and Disabled Transit Service (7%)
- Commuter Transit (12%)
- Safety Projects and Safe Routes to School (10%)
- Local Return-to-Source (10%)

Bicycle and pedestrian projects may be included in local return-to-source projects and safety projects. The "2006 Traffic Relief and Safety Plan" has set aside 10% of sales tax funds for Local Return-to-Source (estimated \$155 million) and 10% for Safety Projects and Safe Routes to School projects (estimated \$155 million). As part of the environmental review process for projects that could be included in the plan, mitigation measures were adopted by the STIA to minimize the potential conflict that bicycles, pedestrians and automobiles would have with each other (see attachments C and D).

Following adoption of the plan by the STIA Board on February 1, 2006, state statutes require adoption of the plan by a majority of Solano County's seven cities representing a majority of the incorporated population and adoption of the Solano County Board of Supervisors. Action by the eight local jurisdictions has been scheduled to occur between February 7th and February 21st. On February 22, 2006, the STIA is then scheduled to certify the plan has been approved and will then approve the adoption of the proposed sales tax ordinance. The sales tax ordinance is then forwarded to the Solano County Board of Supervisors to be placed on the June 6, 2006 ballot.

Recommendation:
Informational.

Attachments:

- A. Letter from J.B. Davis given to the Citizen's Advisory Committee on January 20, 2006 and the STIA Public Meeting in Benicia on January 23, 2006.
- B. Deputy Directive 64, Signed by Deputy Director Tony Harris, Effective 2001.
- C. 2002 Draft Programmatic EIR for the County Transportation Expenditure Plan, Page 10-18, Regarding Impact T-7
- D. 2006 Final Supplemental Programmatic EIR for the 2006 County Transportation Expenditure Plan, Page 26 of Table F2-1, Regarding Mitigation Measure T-2.

JB Davis, Chairman of the BAC. ATTACHMENT A

Approximately, 90% of the public roads in California - especially those that serve local travel - are under the jurisdiction of local agencies.

It's safe to say that the majority of projects that support utilitarian bike/pedestrian travel happen on local systems and that local agencies do the majority of projects on these local routes.

With this in mind I would urge the STIA to add wording to the ballot measure that ensures compliance with DD 64 so that the local return to source funding will serve all the people who use our roads, not just the automobile driver.

It has been said we should only fund projects that have polled well. As far as I can tell the poll recently done in Solano county didn't ask people how they felt about bike and pedestrian projects.

However, in Marin county \$36 million of their tax goes to safe routes to schools - primarily bike and pedestrian projects.

Marin's measure A, which passed with 71% of the vote also stipulates that all projects completed with Measure A funds must consider the needs of bicyclists and pedestrians.

In Alameda County, when they were doing polling for their sales tax they asked the question, "Would you support spending transportation sales tax funds to improve bicycle and pedestrian access and safety?" The survey found that over 80% supported this item. Only a question that asked if voters trusted the League of Women Voters for ballot information received a higher positive response.

The Alameda County 1/2 cent sales tax was approved by 81.5% of the voters in November 2000.

If we look at the experience of other Counties in our region it seems clear the Routine Accomodations as outlined in Deputy Directive 64 are not a deal killer but rather a way to gain more support for a 1/2 cent sales tax measure.

I would also like to suggest at this time that the Chairperson of either the Bicycle Advisory Committee or the Pedestrian Advisory Committee be included in the audit committee.

thank you.

DEPUTY DIRECTIVE

<i>Number:</i>	DD-64
<i>Refer to Director's Policy</i>	05 - Multimodal Alternatives Analysis 06 - Caltrans' Partnerships
<i>Effective Date:</i>	3-26-01
<i>Supersedes:</i>	New

Title: Accommodating Non-Motorized Travel

POLICY

The Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

*DEFINITION/
BACKGROUND*

The planning and project development process seeks to provide the people of California with a degree of mobility that is in balance with other values. They must ensure that economic, social and environmental effects are fully considered along with technical issues, so that the best interest of the public is served. This includes all users of California's facilities and roadways.

Attention must be given to many issues including, but not limited to, the following:

- Safe and efficient transportation for all users of the transportation system
- Provision of alternatives for non-motorized travel
- Support of the Americans with Disabilities Act (ADA)
- Attainment of community goals and objectives
- Transportation needs of low-mobility, disadvantaged groups
- Support of the State's economic development
- Elimination or minimization of adverse effects on the environment, natural resources, public services, aesthetic features and the community
- Realistic financial estimates
- Cost effectiveness

Individual projects are selected for construction on the basis of overall multimodal system benefits as well as community goals, plans and values. Decisions place emphasis on making different transportation modes work together safely and effectively. Implicit in these objectives is the need to accommodate non-motorized travelers as an important consideration in improving the transportation system.

RESPONSIBILITIES

Deputy Director, Planning and Modal Programs:

- Ensures that the needs of non-motorized travelers are incorporated into the program element of Transportation Planning and the modal elements of the statewide strategy for mobility.
- Ensures that liaison exists with non-motorized advocates to incorporate non-motorized needs into all program areas including project and system planning.
- Ensures that the needs of the non-motorized travelers are incorporated in Personal Movement Strategies.

Deputy Director, Project Delivery:

- Ensures that projects incorporate best practices for non-motorized travel in the design and construction of Capital projects.

Deputy Director, Maintenance and Operations:

- Ensures that the transportation system is maintained and operated in a safe and efficient manner with the recognition that non-motorized travel is a vital element of the transportation system.
- Ensures that the needs of non-motorized travelers are met in maintenance work zones.

District Directors:

- Ensure that best practices for non-motorized travel are included in all district projects and project planning.
- Ensure that best practices for non-motorized travel are implemented in maintenance and travel operations practices.

Chief, Division of Design:

- Ensures that project delivery procedures and design guidance include the needs of non-motorized travelers as a regular part of doing business.
- Ensures that all Project Delivery staff is trained and consider the needs of the non-motorized traveler while developing and designing transportation projects.

Chief, Division of Planning:

- Ensures incorporation of non-motorized travel elements in transportation plans, programs and studies prepared by Transportation Planning.
- Ensures planning staff understand and are trained in the principles and design guidelines, non-motorized funding sources and the planning elements of non-motorized transportation.
- Coordinates Caltrans projects with non-motorized interest groups.
- Ensures incorporation of non-motorized travel elements in Corridor Studies prepared by Transportation Planning.

Chief, Division of Environmental Analysis:

- Ensures that non-motorized travel groups potentially affected by Caltrans projects are identified and have the opportunity to be involved in the project development process.
- Advocates effectively for all reasonable project-specific best practices that support or promote non-motorized travel.

Chief, Division of Maintenance:

- Ensures State-owned facilities are maintained consistent with the needs of motorized and non-motorized travelers.
- Provides guidance and training to those maintaining roadways to be aware of and sensitive to the needs of non-motorized travel.

Chief, Division of Traffic Operations:

- Ensures that the transportation system is operated in accordance with the needs of all travelers including non-motorized travel.
- Provides training and guidance on the operation of the transportation facility consistent with providing mobility for all users.

Deputy Directive
Number DD-64
Page 4

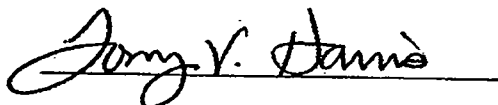
- Recommends safety measures in consideration of non-motorized travel on California's transportation system.

Chief, Division of Local Assistance:

- Ensures that Local Assistance staff, local agencies and interest groups are familiar with funding programs that are available for non-motorized travelers.
- Ensures that program coordinators responsible for non-motorized travel modes are familiar with non-motorized issues and advocate on behalf of non-motorized travelers.

APPLICABILITY

All Caltrans employees who are involved in the planning, design, construction, maintenance and operations of the transportation system.



TONY V. HARRIS
Chief Deputy Director

Mitigation Measure T-2: Develop and Implement a Traffic Control Plan for Construction of Specific Projects

STA should require project proponents to develop, in coordination with Solano County and local public works departments, a traffic control plan for construction projects to reduce the effects of construction of the roadway system in the project area throughout the construction period. Project proponents should submit the plan for approval at least 30 working days before work begins, and should implement the plans.

Impact T-7: Conflicts Among Bicycles, Pedestrians, and Automobiles

Specific projects with potential user conflicts include pedestrian- and transit-friendly downtowns and bicycle/pedestrian trails. Bikeway facilities would likely be located on roads, and would therefore operate alongside automobiles and pedestrians, as well as among trucks, transit, and other elements of the traffic stream. This close proximity could result in conflict among bicycles, pedestrians, and automobiles. Implementation of Mitigation Measure T-3 would reduce this impact to a less-than-significant level.

Mitigation Measure T-3: Integrate Bicycle and Pedestrian Facilities and Amenities into Local Road and Applicable Improvement Projects on Regionally Significant Roadways

STA and/or member agencies should require project proponents to integrate bicycle and pedestrian facilities and amenities into local road projects and applicable improvement projects on regionally significant roadways. To minimize the potential for conflicts among bicycles, pedestrians, and automobiles on local roads, STA should prepare a countywide bicycle/pedestrian plan that identifies key activity centers that can be improved to encourage bicycle and pedestrian travel, and should identify the routes of regional significance that serve these centers. STA and/or member agencies should require project proponents to incorporate bicycle and pedestrian facilities, safety improvements, and attractive landscaping into the design and development of projects as a condition of funding approval.

Impact T-8: Generation of Transit Demand that Current and Planned Systems Cannot Accommodate

Major improvements to passenger rail and ferry services are proposed by the CTEP. Projects include commuter rail to BART, Baylink Ferry Service, commuter rail and expanded Capitol Corridor service. Although demand for these services has been forecast, the actual future demand could exceed patronage forecasts, particularly for services that are designed to maximize speed and convenience for passengers while minimizing travel times. If regional demand exceeds planned capacity, the impact would be considered significant. Implementation of the Mitigation Measure T-4 would reduce this impact to a less-than-significant level.

ATTACHMENT D

Table F2-1. Continued.

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Mitigation Measure	Party Responsible for Implementation	Monitoring Agency/Action	Standards of Success
Transportation			
Mitigation Measure T-1: Develop and Implement a Traffic Control Plan Prior to the Construction of Specific Projects			
Project proponents should develop, in coordination with Solano County and local public works departments, a traffic control plan prior to construction of the specific projects to reduce the effects of construction on the roadway system in the project area throughout the construction period. Project proponents should submit the plan for approval at least 30 working days before work begins.	Project proponent	Prior to the completion of subsequent CEQA analysis for each CTEP transportation project.	The lead regulatory agency shall recommend the mitigation be incorporated into subsequent CEQA analysis for CTEP transportation projects. Mitigation has been implemented as part of specific CTEP transportation project.
Mitigation Measure T-2: Integrate Bicycle and Pedestrian Facilities and Amenities into Local Road and Applicable Improvement Projects on Regionally Significant Roadways			
Project proponents should integrate bicycle and pedestrian facilities and amenities into local road projects and applicable improvement projects on regionally significant roadways. To minimize the potential for conflicts among bicycles, pedestrians, and automobiles on local roads, the STA and/STIA or appropriate local agency should prepare a countywide bicycle/pedestrian plan that identifies key activity centers that can be improved to encourage bicycle and pedestrian travel, and should identify the routes of regional significance that serve these centers. Project proponents should incorporate bicycle and pedestrian facilities, safety improvements, and attractive landscaping into the design and development of projects as a condition of funding approval.	Project proponent	Prior to the completion of subsequent CEQA analysis for each CTEP transportation project.	The lead regulatory agency shall recommend the mitigation be incorporated into subsequent CEQA analysis for CTEP transportation project. Mitigation has been implemented as part of specific CTEP transportation project.
Mitigation Measure T-3: Support Local Transit Operators and Caltrans in Developing Short- and Long-Range Regional Transit Plans to Facilitate the Use of Public Transportation			
To ensure that the region's transit services are able to accommodate future transit demand, STIA and/or member agencies should ensure that a countywide transit corridor study is completed in cooperation with local transit operators and Caltrans. In addition, STIA should aid these services in procuring funding and assist in preparing long-range transit plans for each transit operator in Solano County. STIA should ensure that the recommendations of the completed countywide transit corridor study are incorporated into these long-range transit plans.	STIA	Prior to the completion of subsequent CEQA analysis for each CTEP transportation project.	STIA shall recommend the mitigation be incorporated into subsequent CEQA analysis for CTEP transportation projects. Mitigation has been implemented as part of specific CTEP transportation project.



DATE: February 10, 2006
TO: STA Alternative Modes Committee
FROM: Robert Guerrero, Associate Planner
RE: Solano Bicycle Pedestrian Program and Alternative Modes Strategy Update

Background:

The Solano Transportation Authority projects that an estimated 10 million dollars in discretionary funds for Solano County's alternative modes projects will be available over the next three fiscal years. STA staff developed a matrix outlining an alternative modes strategy to better anticipate how much funding could be available for each program outlined in the Alternative Modes Element of the Solano Comprehensive Transportation Plan. These programs include the Transportation for Livable Communities (TLC) projects, bicycle and pedestrian facilities, ridesharing, and alternative fuels. Another program that is being proposed to be included as part of the overall strategy is the new Solano County Safe Routes to School program which is currently being studied and will be developed over the next year.

The proposed alternative modes strategy focuses on the following STA discretionary funding:

- County Transportation Enhancements (TE)
- Congestion Mitigation Air Quality (CMAQ)
- Solano Eastern CMAQ (E.CMAQ)
- Bay Area Air Quality Management District Transportation For Clean Air (TFCA)
- Yolo Solano Air Quality Management District Clean Air Funds
- Transportation Development Act (TDA) Article 3
- County Bicycle and Pedestrian Program

TE, CMAQ, TDA Article 3, and County Bicycle and Pedestrian Program funding sources have to be used specifically for TLC projects or bicycle and pedestrian facilities. ECMAQ, TFCA, and Clean Air Funds are more flexible since these sources of funding can be used for either TLC, bicycle and pedestrian facilities, alternative fuels, and/or transit facilities. However, ECMAQ and Clean Air Funds are only available to cities and the county unincorporated area located in eastern Solano County, and TFCA funds can only be used by cities and the county unincorporated area located in western (or southern) Solano County.

Discussion:

Staff is recommending the strategy be implemented by having the Alternative Modes Committee be the primary review body for TLC projects and the Solano Bicycle Advisory Committee and Pedestrian Advisory Committee continue to be the primary review body for bicycle and pedestrian programs respectively. All recommendations by the three committees will be brought to the STA Technical Advisory Committee as action items before being submitted to the STA Board, in addition to the TAC being the primary review committee for the "Other" category of the Alternative Modes Strategy (alternative fuels, safe routes to school, and transit hubs

projects). The Alternative Modes Committee recommended the Alternative Modes Strategy for approval with an amendment to provide the BAC and PAC an opportunity to comment on projects that are submitted for Clean Air funds provided by the BAAQMD and the YSAQMD.

If approved, the estimated funding amounts indicated for each program illustrated in the strategy will be available for allocation in the amounts specified for each fiscal year. The largest funding source for the alternative modes strategy is the ECMAQ funds. Staff is recommending that ECMAQ funds be split into the four main programs and to incorporate the portion dedicated to bicycle and pedestrian projects into the Solano Bicycle Pedestrian Program (SBPP). The SBPP program will increase by \$1.3 million for bicycle and pedestrian projects as a result and there will be one call for projects for both programs instead of two separate calls as was done in the past.

Recommendation:

Informational

Attachments:

A. Alternative Modes Strategy

ATTACHMENT A

Alternative Modes Funding Strategy 2006-07 to 2008-09

Adopted by the STA Board on 2-8-2006

	Estimated Funds to be Programmed by STA				Total per fund source	
	TLC	Bike	Ped	Other Alternative Modes Projects (i.e. Transit Hubs, Clean Fuel Technology, Ridesharing, and Safe Routes to Schools)		
Fund Recommending Committee	Alternative Modes/TAC	BAC/TAC	PAC/TAC	TAC		
Funding Needs Identified by Countywide Plans	\$68 million	\$58 million	\$25 million	TBD		
County TLC Transportation Enhancements (TE) - Based on MTC's Enhancement	\$ 1,575,000	\$ -	\$ -	\$ -	\$ 1,575,000	Total funds available per fiscal year
FY 07-08	\$ 949,000	\$ -	\$ -	\$ -	\$ 949,000	
FY 08-09	\$ 626,000	\$ -	\$ -	\$ -	\$ 626,000	
County TLC Congestion Mitigation Air Quality (CMAQ) - Based on MTC's CMAQ	\$ 540,000	\$ -	\$ -	\$ -	\$ 540,000	Total funds available per fiscal year
FY 07-08	\$ 270,000	\$ -	\$ -	\$ -	\$ 270,000	
FY 08-09	\$ 270,000	\$ -	\$ -	\$ -	\$ 3,000,000	
Eastern Solano Congestion Mitigation Air Quality (ECMAQ)* - Based on MTC's CMAQ estimate	\$ 1,080,000	\$ 912,000	\$ 408,000	\$ 600,000	\$ 3,000,000	Total funds available per fiscal year
FY 07-08	\$ 666,000	\$ 562,400	\$ 251,600	\$ 370,000	\$ 1,850,000	
FY 08-09	\$ 414,000	\$ 349,600	\$ 156,400	\$ 230,000	\$ 1,150,000	
TDA Article 3 - (Based on MTC Estimate) 2/3 bike, 1/3 ped	\$ -	\$ 638,529	\$ 319,265	\$ -	\$ 957,794	Total funds available per fiscal year
FY 06-07	\$ -	\$ 201,383	\$ 100,692	\$ -	\$ 302,075	
FY 07-08	\$ -	\$ 212,707	\$ 106,353	\$ -	\$ 319,060	
FY 08-09	\$ -	\$ 224,439	\$ 112,220	\$ -	\$ 336,659	Total funds available per fiscal year
Solano Bicycle/Pedestrian Program (County share for FY 07/08 & FY08/09 is \$1,395,835) 2/3 bike, 1/3 ped	\$ -	\$ 930,556	\$ 465,278	\$ -	\$ 1,395,834	
FY 07-08	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	
FY 08-09	\$ -	\$ 465,278	\$ 232,639	\$ -	\$ 697,917	Total funds available per fiscal year
TECA Program Manager Funds (Assumes \$195,000 is allocated to SNCF for ridesharing activities annually, remaining balance of \$120,000 will be programmed 50% to bike and ped projects (based on 2/3 bike and 1/3 ped split ratio) and 50% for "Other category")	\$ -	\$ 120,000	\$ 60,000	\$ 180,000	\$ 360,000	
FY 06-07	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	Total funds available per fiscal year
FY 07-08	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
FY 08-09	\$ -	\$ 40,000	\$ 20,000	\$ 60,000	\$ 120,000	
YSAQMD Clean Air Funds (Assumes at least 50% to Alternative Modes Projects 25% to bike/ped projects and 25% to be determine. Remaining 50% can be used for Ridesharing and Alternative Fuel type projects)	\$ -	\$ 145,001	\$ 72,499	\$ 217,500	\$ 435,000	Total funds available per fiscal year
FY 06-07	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
FY 07-08	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
FY 08-09	\$ -	\$ 48,334	\$ 24,166	\$ 72,500	\$ 145,000	
Subtotal	\$ 3,195,000	\$ 2,746,086	\$ 1,325,042	\$ 997,500	\$ 8,263,628	
				2006-07 ECMAQ Allocation	\$ 1,400,000	
				Total	\$ 9,663,628	



DATE: February 6, 2005
TO: Solano Pedestrian Advisory Committee
FROM: Jennifer Tongson, Assistant Project Manager
RE: Safe Routes to Schools Study (SR2S)

Background:

The STA adopted the Solano Travel Safety Plan, Phase 1 in July 2005. The Solano Travel Safety Plan identified vehicle accident rates along major intersections in each jurisdiction and along highway segments in Solano County, and also identified pedestrian and bicycle accident rates in each jurisdiction. The Phase 1 Solano Travel Safety Plan is an update of the safety plan developed in 1998.

In September, the STA retained Alta Planning + Design to conduct the Safe Routes to Schools / Safe Routes to Transit (SR2S/SR2T) Study, Phase 2 of the Solano Travel Safety Plan, which will expand on the findings from Phase 1 by identifying and prioritizing a list of potential bicycle/pedestrian improvements and safety projects specifically eligible for the State Safe Routes to Schools Program (SR2S) and the Regional Safe Routes to Transit Program (SR2T).

The Safe Routes to Schools (SR2S) program is a construction program intended to improve and enhance the safety of pedestrian and bicycle facilities and related infrastructures to provide safe passage around schools. Eligible projects include capital improvement projects as well as education, enforcement and encouragement activities that are incidental to the overall cost of the project, such as developing safety and health awareness materials and education programs. The program dedicates funding for six categories of projects:

- Sidewalk improvements
- Traffic calming and speed reduction
- Pedestrian/bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle/pedestrian facilities
- Traffic diversion improvements

The STA's Safe Routes to Transit (SR2T) Program is aimed at improving the safety and convenience of pedestrian and bike paths to transit stations throughout Solano County. The program will be funded from both the Regional Measure 2 (RM 2) Program and from potential future local sales tax funds for transportation. RM 2 dedicates \$20M to SR2T projects. Eligible SR2T projects for both RM 2 funds and future local sales tax funds include the following, with the exception that RM 2 projects must have a "bridge nexus" (i.e. reduce congestion on one or

more state toll bridges by facilitating walking or bicycling to transit services or City CarShare pods):

- Secure bicycle storage at transit stations/stops/pods;
- Safety enhancements for ped/bike station access to transit stations/stops/pods;
- Removal of ped/bike barriers near transit stations;
- and Systemwide transit enhancements to accommodate bicyclists or pedestrians.

The major transit hubs in Solano County include:

- Vallejo Ferry Terminal;
- Curtola Park and Ride Lot, Vallejo;
- York & Marin Park and Ride Lot, Vallejo;
- Sereno Transit Center, Vallejo;
- Fairfield Transportation Center and Park and Ride Lot;
- Suisun City-Fairfield Amtrak Station;
- Vacaville Regional Transportation Center / Davis St. Park and Ride Lot.

Future transit sites could include the Benicia Intermodal Station, the Dixon Intermodal and a Rio Vista Transit stop near SR 12.

Discussion:

Alta, the project consultant, is currently in the process of gathering and reviewing existing safety, bicycle, pedestrian, transit, and local SR2S and SR2T plans. The information requested is intended to 1) establish a snapshot of existing and programmed SR2S and SR2T projects/programs in Solano County to serve as a benchmark for the study; 2) compile a list of planned/proposed SR2S and SR2T projects that local agencies will be seeking future funding to implement; and 3) acquire any available existing bicycle/pedestrian collision or count data in order to assist in prioritizing future project needs.

STA and Alta are proposing to coordinate an extensive public input process starting in February. The outreach effort will allow us to gather input from local agencies, school districts, and the public on existing and planned efforts, as well as other local needs and potential SR2S and SR2T projects. The outreach effort will target local city councils, Solano County school boards and institutions, the Solano County Board of Supervisors, the STA Board, SolanoLinks Transit Consortium, the STA TAC, BAC, PAC, and PCC. A draft outreach program is shown as Attachment A.

Recommendation:

Informational.

Attachments:

A. Draft SR2S/SR2T Outreach Program

DRAFT Solano Safe Routes to Schools / Safe Routes to Transit Outreach Program

In January and February, 2006, the Solano Transportation Authority and Alta Planning + Design will provide presentations and prepare a public outreach effort to solicit potential SR2S projects from city/county councils, school districts, and other involved communities. Additional presentations may be required for the Bicycle Advisory Committee, the Pedestrian Advisory Committee, the SolanoLinks Intercity Transit Consortium, the STA Technical Advisory Committee, and the STA Board.

Target Agencies for SR2S/SR2T Outreach Program:

Solano Transportation Authority:

- STA Board of Directors
- SolanoLinks Transit Consortium
- STA Technical Advisory Committee (TAC)
- Bicycle Advisory Committee (BAC)
- Pedestrian Advisory Committee (PAC)
- Paratransit Coordinating Council (PCC)

Local Agencies (City Councils/Board of Supervisors, Public Works Depts., Law Enforcement Agencies, etc...):

- City of Benicia
- City of Dixon
- City of Fairfield
- City of Rio Vista
- City of Suisun City
- City of Vacaville
- City of Vallejo
- County of Solano

Solano County School Boards:

- Benicia Unified School District
- Dixon Unified School District
- Fairfield/Suisun Unified School District
- River Delta Unified School District
- Travis Unified School District
- Vacaville Unified School District
- Vallejo City Unified School District
- Solano Community College
- Solano County Office of Education
- Various Colleges and Adult Education Institutions



DATE: February 10, 2006
TO: Solano Pedestrian Advisory Committee
FROM: Robert Guerrero, Associate Planner
RE: Pedestrian Advisory Committee Priority Pedestrian Projects

Background:

The Solano Countywide Pedestrian Plan was developed through the efforts and guidance of Landpeople (consultants for the countywide plan) and the Solano Pedestrian Advisory Committee (PAC). The Countywide Pedestrian Plan was approved and recommended by the PAC in September 2004 followed by STA Board adoption in October 2004. The plan is the first effort to identify countywide significant pedestrian projects on a regional basis in the Bay Area. The Solano Transportation Authority and Landpeople were given an award by the Northern California Chapter of the American Planners Association for the development and implementation of the Pedestrian Plan.

The Plan currently lists several pedestrian projects in three specific categories: current projects, conceptual projects and priority projects. Each city and the County of Solano have identified at least one priority project included in the plan, as indicated in the following matrix:

Agency	Project
Benicia	State Park Road/I-780 Overcrossing
Dixon	Multi-modal Transportation Center
Rio Vista	Waterfront Plan and Improvement Project
Fairfield	West Texas Street Urban Village Project
Suisun City	Driftwood Drive Pedestrian Project
Vacaville	Vacaville Creek Walk Extension to McClellan Street
Vallejo	Vallejo Ferry Station Pedestrian and Streetscape Enhancements
Multi- Jurisdictional (Fairfield, Suisun, and Solano County)	Union Ave (Fairfield) to Main Street (Suisun City) Enhancements Program
Multi-jurisdiction (Fairfield, Suisun, Solano County, and Vacaville)	Jepson Parkway

Discussion:

All of the projects in the priority list are active in either the planning stage or just about in the construction stage. In anticipation of significant funding set aside specifically for bicycle and pedestrian projects over the next few years, members of the PAC have requested this list be revisited to ensure that the projects on the list represent the priority projects for the County. In response, STA staff suggests the list be re-evaluated and

updated with assistance from Landpeople to develop a methodology for prioritizing the projects and to facilitate discussions with the PAC to update the list of projects.

If approved by the STA Board, Landpeople will be able to begin this effort with the PAC in late March or early April.

Recommendation:

Informational.



DATE: February 10, 2006
TO: Solano Pedestrian Advisory Committee
FROM: Robert Guerrero, Associate Planner
RE: Bay Area Ridge Trail Letter

Background:

The Bay Area Ridge Trail submitted a letter requesting several Ridge Trail projects be included in the Solano Transportation Improvement Authority's (STIA) Transportation Expenditure Plan for the proposed sales tax initiative. At the request of the Dee Swanhuysen, North Bay Ridge Trail Director, staff is presenting this letter for the Solano Pedestrian Advisory Committee (PAC) for discussion.

Discussion:

On February 1, 2006 the STIA Board approved the Transportation Expenditure Plan with a provision that allows for a local return to source funding by which each city and the County of Solano can choose to fund the projects identified in the Ridge Trail letter (see Attachment A). There is also substantial funding anticipated for bicycle and pedestrian funds in the next few years that can be allocated to these projects if they are supported by a project sponsor and recommended by the STA's committees and approved by the STA Board. The majority of the projects identified in the Ridge Trail letter are included in either the Solano Countywide Bicycle Plan or the Solano Countywide Pedestrian Plan. Eva Leavastu, PAC Chairperson has been in contact with Ms. Swanhuysen and is planning to convey her thoughts to the PAC since Ms. Swanhuysen cannot attend the PAC meeting due to a schedule conflict in schedule.

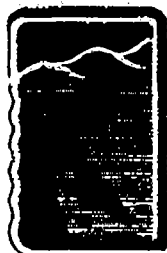
Recommendation:

Informational.

Attachment:

A. Bay Area Ridge Trail Council Letter

ATTACHMENT A



BAY AREA
RIDGE TRAIL
COUNCIL

January 4, 2006

Daryl Halla, Executive Director
Solano County Transportation Authority
City of Fairfield
One Harbor Center, Suite 130
Suisun City, CA 94585

RE: Bay Area Ridge Trail Projects to include in the
Solano County Transportation Expenditure Plan

Dear Mr. Halla,

The Bay Area Ridge Trail Council (Ridge Trail) respectfully requests that the Solano Transportation Improvement Authority (STIA) include funding for the following Ridge Trail projects in the Solano County Transportation Expenditure Plan (CTEP) proposed to be on the ballot next year:

1. I-80/680/SR 12 Interchange Project - Cordelia to Napa County - a Class I bikepath in Jamison Canyon paralleling Highway 29 from Red Top Road to Napa County Line
2. The "Solano Bikeway" - a Class I bikepath from Fairfield to Vallejo along McGary Road from Red Top Road to American Canyon Road
3. Vallejo to Benicia/I-780 Overcrossing from Benicia State Recreation Area (BSRA) to Rose Drive - a Class I bikepath
4. Benicia to Martinez from Park Road to E. Fifth Street utilizing Military East - a Class II bikepath
5. State Route 12 Overcrossing at Red Top Road - a Class I bikepath
6. Vallejo Bay/Ridge Trail Connector east of the Carquinez Bridge, along/under Highway 80 at Highway 29 to the bike/pedestrian path across Carquinez/Zampa Bridge - a Class I and Class II bikepath
7. Glen Cove Bay/Ridge Trail path from BSRA to Glen Cove Marina - a Class I bikepath

The listed transportation related Ridge Trail projects are included in one or more of the following Solano County transportation and/or planning documents: Solano County Comprehensive Transportation Plan (CTP), Alternative Modes Element (Table 1); Solano County Transportation for Livable Communities (TLC) Plan; Countywide Pedestrian Plan (TLC Projects Table); Solano Countywide Bicycle Plan; Solano Countywide Trails Plan; Vallejo Bay/Ridge Trail Connector Project Study; Benicia General Plan, Solano County General Plan; Vallejo Recreation Trails Master Plan; Fairfield General Plan; and the Fairfield Master Trails Plan. As you can see by the number of plans that incorporate segments of the Ridge Trail, it is a very important regional project with vital local significance in Solano County. We further request that all of these projects be designed and constructed for bicyclists, pedestrians and equestrians to the maximum extent feasible.

All of the projects are important and need to be funded as soon as possible. I want to point out that the Napa Valley Transportation Authority (NVTA) has included funding for the Ridge Trail route through and across Jamison Canyon/Highway 12 in the Napa County Transportation Sales Tax Expenditure Plan which will be on Napa County's June 2006 ballot. It states, "Funding shall be allocated to install a ridge trail crossing for pedestrians,

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equestrians and bicycle use and to widen the roadway by adding one additional vehicular travel lane and room for a class II bike lane in each direction which may also allow equestrian use" (Section 3. Expenditure Plan Summary, B. Jamison Canyon Corridor Program). Because Napa County has included funding for this project in their expenditure plan, we urge the STIA to join them in funding the Solano County segment in the CTEP. This will assure the best use of resources by both counties in all phases of implementation from design, environmental analysis, permitting to construction.

We believe there is demand and interest in utilizing this Ridge Trail segment in Jamison Canyon by all three user groups we serve - pedestrians, bicyclists and equestrians - and ask that you plan a Class I pathway that will accommodate them. Unpaved trails for hikers, mountain bikes and equestrians should ideally be provided in addition to paved facilities to accommodate road bicycles, and should paved bike facilities prove physically or financially infeasible, unpaved facilities may be constructed to a much more flexible and inexpensive standard while still meeting Caltrans and ADA requirements. Caltrans design standards now recognize multi-use bicycling, hiking and equestrian facilities in Caltrans Design Bulletin 82, classifying them as pedestrian facilities and defining their construction standards to be consistent with state and federal parks standards under ADA outdoor recreation facility guidelines. This may help in designing a trail for all three user groups in Jamison Canyon as well as for all of the other Ridge Trail projects on the list above.

The Bay Area Ridge Trail is a planned over 500-mile multi-use trail following the Bay Area's ridgelines. Already we have opened 289 miles of the route to the public and have the 300th mile in construction. Thanks to the strong partnerships we enjoy with the Solano County Board of Supervisors, the cities of Fairfield, Vallejo and Benicia as well as with the California Department of Parks and Recreation, we have helped fund, construct, maintain and dedicate 20 miles of Ridge Trail through Solano County over the past 15 years. The completed sections are located in Rockville Hills Park, Lynch Canyon Preserve, Hiddenbrooke, Blue Rock Springs Park, Vallejo-Benicia Buffer, the Benicia State Recreation Area, the City of Benicia and the Carquinez/Zampa Bridge. Four more miles of public trails are currently in the planning stage. These include two miles through the Vallejo Swett property recently acquired by the Solano Land Trust and two miles through Benicia, which will connect the currently dedicated Ridge trail segment in Benicia with the Benicia Martinez Bridge.

The Ridge Trail segments that we are requesting the STIA fund through the 2006 CTEP are critical to providing continuous links between these already dedicated trails. According to the CTP, Alternative Modes Element, "A key element of a livable community is a balanced transportation system allowing people to travel around by bicycling and walking and incorporate alternative transportation modes." Without consideration of how to reach and connect these pathways for all of the residents of Solano County, the promise of a continuous public trail will not be realized. Our projects will make more livable communities and help reduce congestion by providing pathways for Solano County's residents and visitors without them having to use motorized vehicles.

The California State Assembly also supports non-motorized travel in their Assembly Concurrent Resolution 211. The resolution states, "There should be full consideration of the needs of non-motorized travelers (including pedestrians, bicycles and persons with disabilities) in all programming, planning maintenance, constructions, operations, and project development activities and products."

To continue making progress and complete the planned Ridge Trail route in Solano County, we need your cooperation and partnership. Please send a written response to this request including the timetable you will use for making decisions about CTEP projects.

Thank you for your consideration of our request. We look forward to working with you on these important Solano County transportation projects. You can contact me by phone at 707.823.3236 or by email at ridgetrail@prodigy.net if you have any questions.

Sincerely,

Dee Swanhuysen
North Bay Trail Director

CC: Holly Van Houten, Executive Director, BARTC
Kathy Hoffman, Chair, Solano County Committee, BARTC
Dan Christians, Assistant Executive Director/Director of Planning,
Solano Transportation Committee
Jim Spring, STIA Chair
Mary Ann Courville, STIA Vice Chair
Steve Messina, STIA Member
Harry Price, STIA Member
Ed Woodruff, STIA Member
John Vasquez, STIA Member
Len Augustine, STIA Member
Anthony Intintoli, STIA Member
Robert Guerrero, Associate Planner
Harry Englebright, Principal Planner, Solano County Department of Environmental Management
Eva Laevastu, Chair, Solano County Pedestrian Advisory Committee
JB Davis, Chair, Solano County Bicycle Advisory Committee
All transportation directors of Fairfield, Vallejo, Benicia and Solano County

New Hesterman



DATE: February 10, 2006
TO: Solano Pedestrian Advisory Committee
FROM: Robert Guerrero, Associate Planner
RE: Membership

Background:

The Solano Transportation Authority's (STA) Pedestrian Advisory Committee (PAC) membership currently has vacant positions. The committee is responsible for providing funding and policy recommendations to the STA Board on pedestrian related issues and monitoring, implementing, and updating Countywide Pedestrian Plan.

Membership consists of representatives from a city, agency, and/or advocacy group, as well as a member-at-large (see Attachment A). The representatives are nominated either by their respective organization, city council or mayor before being considered by the STA Board for a formal appointment. Member-at-large positions are appointed directly by the STA Board.

Discussion:

The PAC currently has eleven active members, however, there are still four vacant positions including a vacant representative position from the City of Dixon. STA staff encourages PAC members to help recruit to fill these vacancies. All potential new members should be nominated by their respective agency, advocacy group or city to participate in the PAC before being appointed by the STA Board of Directors. Staff is available to assist new members to get appointed.

It is also beneficial for members to continue to participate and are encouraged to not miss three consecutive meetings in one year. This is important in order for the committee to establish a quorum for voting on action items provided in the agenda. Members are also encouraged to contact STA staff if they can not attend. STA staff will work to provide a calendar of meeting dates for the rest of the 2006 and proposes to schedule bi-monthly meetings instead of quarterly meetings due to the committee work load experienced last year. The intention is to provide a more reliable schedule for committee members to expect a meeting, and the scheduled meeting can be cancelled if there are no discussion or action items for the PAC. It is much easier for staff to cancel regularly scheduled meetings than it is to schedule an unexpected meeting and establish a quorum.

Recommendation:

Informational.

Attachment:

A. PAC Membership Roster

ATTACHMENT A

Pedestrian Advisory Committee Membership Roster

<u>City and County Representation</u>		<u>Appointment</u>	<u>Term Expires</u>
		<u>Date</u>	<u>(December 31st)</u>
City of Benicia	J.B. Davis	2005	2008
City of Suisun	Michael Segala	2004	2007
City of Vacaville	Mary Woo	2004	2007
City of Fairfield	Pat Moran	2005	2008
City of Vallejo	Lynne Williams	2005	2008
County of Solano	Linda Williams	2006	2009
City of Rio Vista	Larry Mork	2005	2008
City of Dixon	VACANT		
<u>Member at Large:</u>			
Benicia Resident	Allen Deal	2005	2008
<u>Other Agency PAC Representation</u>			
Tri City and County Cooperative Planning	Eva K. Laevastu	2004	2007
Bay Area Ridge Trail Council	Kathy Blume	2004	2007
Solano Land Trust	Frank Morris	2006	2009
Solano County Agriculture Commission	VACANT		
San Francisco Bay Trail Program	VACANT		
Solano Community College	VACANT		



DATE: February 10, 2006
TO: Solano Pedestrian Advisory Committee
FROM: Robert Guerrero, Associate Planner
RE: 2006 Pedestrian Advisory Committee Vice/ Chair Person

Background:

Article V of the Solano Pedestrian Advisory Committee (PAC) Bylaws (see Attachment A) specifies the role and responsibility of the committee Chairperson and Vice-Chairperson. The committee Chairperson is responsible for calling the meetings to order, conducting the meetings through the agenda, and is responsible for maintaining order and focusing the meetings on the agenda items presented at each meeting. The Vice-Chairperson is responsible for assisting the Chairperson with his or her duties, and should represent the Chairperson in the event of the Chairperson's absence. Solano Transportation Authority (STA) staff, under direction of the STA Board of Directors provide staff time and organizational support to the Chairperson and Vice-Chairperson. STA staff will work closely with the officers before, during and after each meetings to discuss issues such as agenda items, appointments to committees and special meetings.

Discussion:

The PAC will need to elect a officers to conduct the meetings in 2006. Eva Leavastu served as Chairperson in 2005 and is eligible to serve as Chairperson for another calendar year term. There is currently no PAC Vice-Chairperson.

Recommendation:

Appoint a PAC Chairperson and Vice-Chairperson for 2006.

Attachment:

A. Solano Pedestrian Advisory Committee Bylaws

ATTACHMENT A

SOLANO PEDESTRIAN ADVISORY COMMITTEE BYLAWS

ARTICLE I. NAME

The name of this organization shall be the Solano Pedestrian Advisory Committee (PAC), hereafter called the PAC.

ARTICLE II. AUTHORIZING AGENCY

The Solano Transportation Authority (STA), as the Congestion Management Agency (CMA), authorizes the establishment of the PAC and shall approve all appointments to the PAC, the PAC bylaws, and all amendments to the PAC bylaws.

ARTICLE III. PURPOSE

Section 1.

The PAC shall advise the STA on the development of pedestrian facilities as an alternative mode of transportation. The PAC shall review and/or prioritize Transportation Development Act (TDA) Article 3 Pedestrian Projects, Solano Countywide Bicycle/Pedestrian Program Projects, and participate in the development and review of comprehensive pedestrian plans.

Section 2.

The PAC review process shall ensure that pedestrian projects within the Cities and County of Solano promote and encourage pedestrian use for: commuting, shopping, and other personal trips; reduction in motor vehicle trips; reduction in motor vehicle miles traveled; reduction in motor vehicle congestion; increased safety and access to transit; and health and air quality benefit.

ARTICLE IV. ORGANIZATION

Section 1.

The STA Board of Directors shall determine membership of the PAC and appointment requirements. Members of the PAC shall be approved by majority vote of the STA Board of Directors. Preference should be given to non-elected citizens and who are not employed by member agencies.

Section 2.

Members of the PAC that do not attend three scheduled meetings in succession and do not contact staff to indicate that they will not be present is considered to be an 'un-contacted absence' and may have their position declared vacant by the STA Board. Absence after contacting staff is considered a 'contacted absence.' Contacted absences and un-contacted absences shall be documented in the minutes of each meeting. If a PAC member has missed a combination of six contacted and un-contacted absences in any one-year period, he or she will be sent a written notice of intent to declare the position vacant. If there is no adequate response

before or at the next scheduled meeting, based upon the recommendation the PAC the position may be declared vacant by the STA Board.

Section 3.

The STA shall, under direction of the Board of Directors, provide staff and organizational support to the PAC.

ARTICLE V. OFFICERS

Section 1.

The officers of the PAC shall be the Chairperson and Vice-Chairperson.

Section 2.

The PAC shall, at the first meeting of each calendar year, nominate and elect Chairperson and the Vice-Chairperson for one calendar year term. No officer shall serve more than two consecutive terms in a given office.

Section 3.

The Chairperson shall preside over all PAC meetings, coordinate the meeting agenda with TA staff, to represent the PAC's actions to appropriate agencies or to designate representative(s), and have general direction and control over the activities of the PAC.

Section 4.

The Vice-Chairperson shall assist the Chairperson in the execution of that office and, in the absence of the Chairperson, preside over the meetings, and so when acting, shall have the duties of the Chairperson.

Section 5.

In the event of the vacancy of the Chairperson office, the Vice-chairperson shall be elevated to Chairperson for the remainder of the calendar year term, and the PAC shall nominate and elect a new Vice-Chairperson.

ARTICLE VI. MEETINGS

Section 1.

The PAC shall hold a regular meeting at least once a calendar year quarter as necessary.

Section 2.

The PAC may convene special meetings as necessary to conduct its business.

Section 3.

All meetings shall be posted public meetings.

Section 4.

A quorum shall consist of the majority of the members of the PAC.

Section 5.

Actions of the PAC require a quorum and majority of those voting members present.

ARTICLE VII. Subcommittees

The Chairperson may establish subcommittees or special task forces when it deems them necessary to carry out the PAC's mandate.

ARTICLE VIII. PARLIAMENTARY AUTHORITY

The PAC shall use Robert's Rules as applicable and when these are not inconsistent with these bylaws, the STA's rules of order, or any rules of order the Committee may adopt.

ARTICLE IX. ADOPTION AND AMENDMENTS TO THE BYLAWS

Section 1.

Adoption of the PAC Bylaws will be by a majority vote of the STA Board of Directors.

Section 2.

Amendments to the PAC will be by a majority vote of the STA Board of Directors.

Section 3.

The PAC may take action, by a two-thirds vote, to propose amendments to the PAC bylaws at any regular meeting of the PAC, provided that the amendment has been submitted in writing at the previous regular meeting. The suggested amendments shall be forwarded to the STA Board of Directors via the STA Technical Advisory Committee for comment.